ANCHOR QEA

DAILY REPORT

PROJECT	San Jacinto River Waste Pits TCRA	**CONTRACT NO.**	
CONTRACTOR	USA Environment, LP	**SUPERINTENDENT**	Ron Griffith
DAY OF WEEK & DATE:	**Thursday, June 16, 2011**	**REPORT NO.**	**129**
WEATHER	Mostly sunny, moderate wind from southeast	**TEMPERATURE**	L:75° H:100°F

NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:

10 – USA Environment (USA)
10 – Shirley & Sons
3 – Chris Ransome & Associates (CRA)

MAJOR EQUIPMENT ON JOB (Size/capacity):

LaBarge Property
Komatsu PC300LC Excavator (2)
Komatsu PC200LC Excavator
Komatsu D61 Dozer
Deere 624J Front-end Loader
Deere 644J Front-end Loader
Crane
Work boat with winch
Barge-Mounted Excavator (2)
'Jim Dandy' Tug Boat
Jon Boat
Aggregate Transport Barge
(all water-based equipment except jon boat idle on this date)

TxDOT ROW/SJRWP
Cat Long Reach Excavator (idle)
Cat 930 Loader (idle)
Morooka Dump Truck (2) (idle)
Skidsteer (idle)
Water Truck

TIDE INFORMATION:

Time:	**Location:**	**Height (inches):**

HEALTH AND SAFETY INFORMATION:

No incidents or near misses on this date.

CHRONOLOGICAL ACCOUNT OF ANCHOR QEA FIELD REPRESENTATIVE ACTIVITIES:

06:55 Randy Brown and John Laplante (Anchor QEA) on-site at the Admin area; USA and CRA crews also on-site.

07:00 USA, Anchor QEA, and CRA participated in a tailgate Health and Safety Meeting, led by Tony Six (USA Health & Safety Officer). Main topic: take breaks when necessary while working in the sun and stay hydrated.

07:10 Today's Projected Work Objectives for USA and their subcontractors:

- Begin a comprehensive armored cap thickness probing survey in the Eastern Cell and northwestern area at 30-foot grid spacing

07:20 USA and CRA mobilized to the TxDOT ROW/SJRWP area and LaBarge Property.

08:00 R. Brown mobilized to the LaBarge Property and traveled to the Eastern Cell with USA crew on a jon boat.

08:20 CRA completed setup of the land-based survey control station and armored cap probing began in the Eastern Cell. The general procedure was as follows:

- A jon boat tied to a floating dock (previously used for deploying geotextile) positioned the floating dock over a grid point; CRA survey personnel directed the positioning of the jon boat at a grid point
- A crew member used a section of rebar to probe through the armored cap, identified the geotextile beneath the armored cap layer, and marked the height of the probe

- The crew member raised the probe and set it on the top of the armored cap onto a 1-foot radius disk set atop the armored cap by the CRA surveyor
- The surveyor measured the differential in the probe height when set atop the geotextile and when set atop the armored cap/disk to establish the thickness of the armored cap at that location
- The surveyor recorded the location and elevation of the top of the armored cap using GPS and the survey stake equipped with a 1-foot radius disk, and recorded the thickness of the cap measured by the probe

09:30 A second CRA survey crew collected armored cap thickness data in near-shore areas by walking to the grid points using waders.

11:30 Due to incoming tide, the near-shore survey crew discontinued data collection, and both surveyors worked from the floating dock in the afternoon.

16:05 Armored cap thickness measurements stopped for the day; all crew members mobilized to the shore.

16:20 R. Brown and J. Laplante mobilized to the Admin area.

16:30 J. Laplante departed the Admin area, off-site for the day.

16:45 R. Brown departed the Admin area, off-site for the day.

Summary of Progress on this Date:

- Began a comprehensive armored cap thickness probing survey in the Eastern Cell and northwestern area at 30-foot grid spacing; approximately 100 to 110 locations, representing approximately 20 percent of the planned survey, were measured on this date

Persons On-site on this Date:

USEPA – Valmichael Leos
Anchor QEA – Randy Brown, John Laplante
USA Environment – Ron Griffith, Tony Six, Blane Carlisle, and 7 crew
Chris Ransome & Associates – Mike McGinnes and 2 crew
Shirley & Sons – 10 crew

Cover Material Delivery Summary as of this Date:

Material	Stone Size (D_{50})	Units	Delivered 6/16 (units)	Delivery Verification Method	Preceding Delivered Total	Total Delivered for Project
Armor Cap A	3”	ton	0	weigh tickets	15,248	15,248 (122%)*
Armor Cap B/C	6”	ton	0	weigh tickets	8,794	8,794 (71%)
Armor Cap C	6”	ton	0	weigh tickets	10,069	10,069 (94%)
Armor Cap D	8”	ton	0	weigh tickets	20,641	20,641 (78%)

*The majority of the delivered Armor Cap A rock above 100 percent was used to construct the rock access point in the Eastern Cell and is not counted in the amount of Armor Cap A rock placed.

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Cover Material Placement Summary as of this Date:

Material	Stone Size (D_{50})	Units	Placed 6/16 (units)	Verification Method	Preceding Placed Total	Total Placed for Project
Armor Cap A	3”	ton	0	contractor measure	12,459	12,459 (100%)
Armor Cap B/C	6”	ton	0	contractor measure	8,794	8,794 (71%)
Armor Cap C	6”	ton	0	contractor measure	9,708	9,708 (91%)
Armor Cap D	8”	ton	0	contractor measure	20,641	20,641 (78%)
					All Types:	51,602 (83%)

PHONE LOG:

None.

SITE PHOTOS/VIDEOS TAKEN: (attached below)	**FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED:**
3 photos (descriptions provided underneath photo)	None

FIELD REPRESENTATIVE	Randy Brown	HRS	9.75	DATE	6/16/11

(Signature on Hardcopy)

Photo 1 – Armored cap thickness probing using waders in a shallow-water area.

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Photo 2 – Survey equipment used to identify and record armored cap thickness points.

Photo 3 – Probing armored cap thickness at a grid point and using GPS equipment to record the collected data.